

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
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Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

- A—THORNE'S BLEND, White Cap—
sule..... \$10.80
- B—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
Name and Trade Mark 10.80
- C—WATSON'S ABELOUR-GLEN-
LIVET, Red Capsule, with Name
and Trade Mark 12.00
- D—WATSON'S H.K.D. BLEND OF
THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40
- E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00
- THORNE'S BLEND and WATSON'S
GLENORCHY are high class Soda Whiskies,
of greater age than most brands in the
market.

ABELOUR GLENLIVET is a very old Peat
Whisky (smoky) and could not now be
replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
leading local connoisseurs to be the best
brand in the Hongkong market.A. S. WATSON & CO., LIMITED
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, July 10th, 1900

ONE of the strangest developments of the Chinese crisis has been the almost absolute absence of information of every sort. But for now and then an official telegram from the vaguest nature sent from Chefoo to Shanghai, we have been left ignorant of what was taking place in North China until General Yuan's message to Acting Consul-General WAREZ was received; with this latter single exception, of Peking itself and the position of our Ministers, as well as of that large unofficial class which already numbers several hundreds, not to speak of the Inspector-General and its large staff there is a dark not less impenetrable than that of Egypt itself. Our Intelligence Department in China has always been behind the times, and if in the present muddle we have found it altogether at fault, it is perhaps a little satisfaction to discover that it is no worse than our neighbours'. We are, perhaps, been trusting too much to Sir ROBERT HART and his staff to provide us from day to day with our mental pabulum of news; yet it is strange to observe that the Inspector-General was even behind others in his information as to the impending crisis. That the fanatic crowd was attacked and destroyed the railway tracks in the North were actuated by a hatred of everything that bore the stamp of foreign introduction is quite true, but that the Government even of so anti-foreign an individual as Prince Tuan himself should be so indifferent to the uses of the telegraph as to refrain from making use of it in keeping its provincials informed as to the current of events in Peking is past human belief. We are, in fact, given to understand, on the one hand, that the pressure of government business on the line is the cause that no opportunity is given for foreign messages, and on the other we are asked to believe that the Provincial government are as ignorant as ourselves of the progress of events in the capital. It is manifestly impossible that both these contentions should be true, and we are

justified in asking which of them is really the case. The great provincial patriots in the Yangtze Valley have given us many proofs that they at least are fully aware of the folly of the policy that prompted the outrages in the beginning. We do not need their words to show us this, and may feel assured that their endeavours to preserve order within their own governments are perfectly genuine. Of course in China, as in other countries there are circumstances under which a government, however well disposed it be, finds that in the end it has to adapt itself to popular outcry, and assume a front which it yet knows not to be that of right or wisdom. How far this sentiment is swaying the great Viceroy we are unfortunately not in the position to know. That neither LIU KUNYI nor CHANG CHINTUNG are likely of their own free will to sacrifice what they have been doing for the benefit of the people under their charge, we may rest assured; but it is also evident that they are, as it were, keeping a corner for possible developments, and from this point of view we can more or less comprehend the reason why they may have thought fit to withhold information within their power to give. Still we may perhaps gain some clue from their overt acts as to the position. We want in fact to establish what we should have had before in China, a properly organised Intelligence Department. Hitherto the Press has been the sole means of obtaining outside information as to what was going on in China. We do not care to assume that the Press was always immaculate, or acted with an universal discretion, in saying that it on the whole did its duty. The British Government, however, has studiously ignored the newspaper, or, what was worse than ignoring, pretended to see in it some pestiferous instinct of wrong. It is true that in a measure those times have past, and a British Minister can afford now and then to take a representative of the Press into his confidence, but the sting-remains, and it is not considered the correct thing to listen to warnings given only by the Press. Had our Government taken any care to provide itself with any other competent source of information, such a feeling would have been natural, and perhaps proper, but not only has the Press been ignored, but the Government has preferred to rely on secondary information. The consequence of this neglect in the past is the present very unsatisfactory state of our communications. The indignity is increased, if it be the case, which from what we have said seems likely enough, that the situation in Peking is known in every provincial capital in the Empire. Nor, having said so much, can we look upon the present condition of means of communication along the coast as satisfactory. Even before the outbreak of our present troubles there was much that was unsatisfactory; messages were delayed or lost practically at the discretion of the petty official in charge, and the upkeep of the land-lines was notoriously inefficient; now that there is trouble along the line the wire is used in the true interest of the obstructive party. This is, of course, quite fair from a Chinese point of view, and so far we are not justified in declaiming against it. It is, however, seriously hampering us and we do not seem to be using our best endeavours to overcome the difficulty. We have indeed despatch-steamers on the route, but we have established no signalling stations, and we have made no attempt to avail ourselves of such scientific means as are available. No opportunity of getting a courier through to Peking seems to have occurred, and it does not speak well for the personal pluck of so many professing Christian converts that not one has offered to undertake the dangerous but glorious task of being the means of affording to our beleaguered fellow-subjects some little information as to what is being done on their behalf.

In the 48 hours preceding noon yesterday there were reported 18 fresh cases of plague and 17 deaths. The cases reported last week amounted to 65 and the deaths to 88.

On Saturday evening Sergeant Macdonald, armed with a search warrant, visited a house at Sai Kok, Sam Si Po, occupied by a man described as a Boxer. On searching the premises he came across a pair of fighting irons, and yesterday the man was fined \$250, or three months, for being in possession of arms without a license.

At about ten o'clock on Sunday morning, a hukong saw a man named Chau Cheung deliberately jump into the water at Tsai Tsai Point. He evidently could not swim and had not been picked up forthwith would have been drowned. Yesterday Mr. Hazland sentenced him to a month's imprisonment, without hard labour, for attempting to commit suicide.

Deyad Mahomed, a watchman at Quarry Bay, charged two Chinamen named Au Wing and Wong Sing with assault. He said that on Saturday afternoon he told the first defendant to shut the door and he hit him over the head with a shovel, the second holding him by the jacket. Another Indian corroborated. The first defendant was fined \$10, or a month, and the second \$25, or 14 days.

On the 10th ult. the total number of plague cases at Sydney since the beginning of the outbreak was 205.

The visitors to the City Hall Library and Museum last week included 426 Non-Chinese and 165 Chinese, to the former institution, 177 Non-Chinese and 2,107 Chinese to the latter.

The *Chafungpao* says that as it cannot now be sent to the North, the Shanghai Taitai has ordered the tribute rice now in store at Shanghai to be sold to the people at a cheap price, and that this has caused great rejoicing among the Chinese.

The U.S. Consul-General at Shanghai has received a telegram from the Consul at Foochow, who reports unprecedented floods on the River Min. The bridges at Foochow crossing this river are said to be submerged and useless, whilst so much damage has been done that the foreign community has spontaneously raised a fund of \$4,000 for the relief of the native sufferers.

Lieut. Lees, of the H. M. S. *Bonaventure*, was in Duddell Street on Saturday afternoon when a Chinaman accosted him and asked for alms. He said he was employed in the Kowloon Naval yard and wanted some money so that he could cross over on the ferry. Instead of relieving him the Lieutenant gave him in charge of a policeman and yesterday the man was sent to goal for 14 days.

The Austrian journal, the *Wiener Allgemeine Zeitung*, considers that Great Britain has an advantage over its rivals if there is any intention of precipitating the partition of China. Great Britain has an army of 200,000 men at the Cape, where not more than half are now necessary. One hundred thousand of these troops could be transported to China with rapidity and ease, certainly more quickly than any other Power could place the same number on the scene of the present troubles. "It is doubtful," continues this journal, "whether Great Britain will ever have another so favourable an opportunity with so many experienced soldiers under arms. If England seizes this brilliant occasion, and brings things to a head in the Far East, it is doubtful whether Russia would not be compelled to take the second place in the distribution of China."

A Berlin telegram of the 6th ult. reports that the Director of the Colonial Department, Herr von Buchka, has resigned, and his successor is Dr. Staebel, the Ambassador to Chili, who was formerly consul in Shanghai and Apia. Dr. Staebel, upon whom the lead in the development of the colonies now devolves, has a difficult task before him, for the colonial controversy in Germany is one of principles. The strongest party aim at isolating the colonies from all alien influences. Though they do not admit it, they desire to introduce the ancient French system of crown colonies. The promoters of the commercial colonial system, such as Dr. Sharlach, are in the minority, and with the dismissal of Herr von Buchka they have suffered a fresh defeat.

The *La Hue*, which has arrived in the harbour from Haiphong, reports as missing Mr. H. W. Richard, the chief engineer. The following is the Captain's account of the affair:—"About nine o'clock on the night of the 30th ult. the Chief Engineer was seen lying asleep on a chair on deck. At about ten o'clock the Second Engineer having completed his tour of duty went aft to speak to him and found that he had disappeared. Search was made for him in his cabin and elsewhere, but without success, and finally the matter was reported to the officer on the bridge and the Captain. A further unsuccessful search was made and a full report was made to the authorities at Haiphong. The position of the vessel at the time of the discovery of the occurrence was off Norway Islands, near Tonkin, a little to the East."

At the offices of the Public Works Department yesterday Mr. J. W. King offered for sale by auction several lots of Crown land, including six lots at Mong Kok Tui, which were bought at the sites of Chinese tenements. They realised very good prices. Lot 1,095 fetched \$8,380 (upset \$1,770) and was bought by Lee Chin Ting. Pun Yau Tsun bought lots 1,093 and 1,097 for \$2,820 (upset \$2,770) and \$9,600 (upset \$2,770) and also bought lot 1,100, the price being \$10,900 (upset \$3,534). Lot 1,093 was knocked down to Chan Wai Hing for \$14,000 (upset \$4,632) and lot 1,099 to Lay Chin Ting for \$10,450 (upset \$3,534). Inland Lot No. 1,612, situated at Bowrington, fetched \$4,100 (upset \$1,670). Chan Wai Hing being the buyer. Messrs. Denison and Ram, on behalf of the Hon. Wei A. Yuk, bought garden lot 11, situated in Bowen Road, for \$960 (upset \$298).

With reference to the "Imperial Decree" which we reproduced in our issue of Saturday from the *N. C. Daily News*, our contemporary now states that a decision of the Viceroy and Governor south of the Yellow River, including the Governor of Shantung, not to recognise any so-called "Imperial decrees" emanating from Peking after the 20th of June last, includes those issued on the 20th also. The decree of the 20th therefore is to be ascribed to Prince Tuan, as is the one we published elsewhere to-day. The *N. C. Daily News* points out that in the former document the *I Ho Chuan* are not styled "outlaws," as the *Empress Dowager* called them—only "late in the day"—but simply "*I Ho Chuan* and people" showing that those who issued the decree were favourable to the Boxer outlaws, a fact which is emphasised further by the decidedly hostile position taken towards the Foreign Powers who were stated to be "looking longingly" on the maritime and riverine provinces, etc.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 9th July, 9.2 p.m.

TIENTSIN REFUGEES FOR SHANGHAI—TIENTSIN AGAIN BOMBARDED.

140 Tientsin refugees are expected here to-morrow. Tientsin has been bombarded again.

EXPECTED JAPANESE RELIEF. Rear-Admiral Bruce expects thirteen thousand Japanese to relieve the situation there within a week.

TIME OF GEN. YUAN'S MESSAGE DOUBTFUL.

The date of General Yuan Shikai's messenger is very doubtful.

MANILA, 9th July, 5.22 p.m.

MORE U. S. TROOPS FOR CHINA FROM THE PHILIPPINES AND THE STATES.

Two battalions of the 14th U. S. Infantry and a battery of the 5th Artillery have been ordered to leave the Philippines and proceed to China.

Two squadrons of the 6th Cavalry with an undesignated regiment of Infantry have been ordered from America to China.

LONDON, 8th June, 7.30 p.m.

HOSPITAL SHIP FOR CHINA.

The hospital-ship *Maine*, now at the Cape, has been accepted for service in China.

THE WAR IN SOUTH AFRICA.

LONDON, 8th June, 7.30 p.m.

BULLER AT PRETORIA—YEOMANRY AND DERBYSHIRE PRISONERS SET FREE.

General Buller has arrived at Pretoria. The Boers have released eight hundred of the captured Imperial Yeomanry and Derbyshire Regiment, Militia battalion. No officers, however, have been set free.

REUTER'S SERVICE.

LONDON, 7th July.

ACQUITTAL OF THE PRINCE OF WALES'S WOULD BE ASSASSIN.

Sipile, who recently attempted to assassinate the Prince of Wales, has been acquitted on the ground that he was not responsible for his actions.

THE CRISIS IN CHINA.

The Government has requested the Chinese Minister to convey to the authorities at Peking that they will be held personally guilty for any injury to Europeans and has asked that the report be communicated to the various Viceroy.

Mr. Brodrick announced in the House that the Government was in hourly communication with Japan regarding the relief of Peking. Great Britain has suggested to Germany that she should endeavour to induce Russia to agree to entrusting the pacification of China to Japan. Germany has declined, fearing to impair her relations with Russia.

M. Hayashi, the Japanese Minister, has arrived at London.

Mr. Brodrick stated that Great Britain had assured Japan that the prompt despatch of a large Japanese force to Taku would be welcome and that no European power objected. Negotiations are still proceeding.

The Emperor of Germany offers a reward of Tls. 1,600 for each European of whatever nationality, rescued alive from Peking.

It is declared at St. Petersburg that the aim of the Powers is not the dismemberment of China, but the restoration of tranquillity under durable guarantees.

Russia notified Japan on the 26th ultimo that she left full liberty of action for Japan to send troops to aid foreigners in Peking; especially as Japan had expressed her willingness to act in full agreement with the other Powers.

THE UNITED STATES.

The Democratic Convention has nominated Mr. Bryan, whose platform includes the unlimited coinage of silver at a ratio of 16 to 1.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Annam*, with the outward French Mail, left Singapore on Sunday, the 8th inst., at 9 a.m., for this port via Saigon. The steamer *Ben*, from Hamburg, left Singapore for this port on the 9th inst., and may be expected here on or about the 14th inst.The C. P. R. steamer *Empress of Japan* arrived at Shanghai on Saturday, the 7th inst., and left again on Sunday, the 8th inst., for Hongkong, where she is due to arrive to-day.The N. Y. K. steamer *Shikano Maru* (European Line) left Singapore for this port on the 6th inst., and is expected to arrive here on the 12th inst.The N. Y. K. steamer *Mike Maru* (Bentley Line) left Singapore for this port on the 7th inst., and is expected to arrive here on the 13th inst.

THE CRISIS IN CHINA.

ARRIVAL OF THE "NEBBUDA".

The *Nebuda*, which left Calcutta on the 28th ult. with its left wing of the 7th Bengal Infantry, entered the harbour early yesterday morning. There were on board 360 men, five British officers and eight native officers, in addition to a section of the Field Hospital and a British doctor. Captain Bingley is in command. The men have not disembarked, and will probably not do so, but push forward north.

THE REPORTED REMOVAL OF CADETS FROM CANTON.

With reference to the report which we published in yesterday's issue, to the effect that the Colonial Government cadets stationed in Canton have been recalled to Hongkong, we are requested by H. E. the Governor to contradict the statement. We are glad to learn that the step is not considered necessary.

A DECREE BY THE USURPER.

The following is the *N. C. Daily News's* translation of a document issued by Prince Tuan issued as an Imperial Decree on the 25th June:—"We are now at war with foreigners and we have fought great battles against them. The *I Ho Chuan* patriots and people combined with the Government troops have repeatedly been victorious in their battles with our foreign enemies, and we have already sent Imperial Commissioners to transmit to these patriots and Government troops the Imperial commendation and exhortation to repeat their successes on the field. Now we feel that there must be men of similar patriotism and bravery in all the provinces of the Empire. It is therefore our command to all our Viceroy and Governors to enlist such and organise them into troops as they will undoubtedly be of great use and assistance in our war with the foreign Powers. Let this decree be sent for the information of all the high provincial authorities of the Empire at the rate of 600 li a day."

PRINCE TUAN AND THE BOXERS.

It is stated in Shanghai mandarin circles that, when the news that Admiral Seymour's Corps was retreating to Yungtsun, owing to inability to proceed further to Peking, was brought to Prince Tuan at Peking, he immediately ordered Kang Xi to proceed to the *I Ho Chuan* Camps with Tls. 100,000 and silks and satins to distribute to their leaders and followers. The head chief received Tls. 100 and some 50 pieces of silks and satins, the subordinate chiefs 50Tls. and 10 pieces of silks and satins each, and the ordinary men Tls. 5 a piece.

SHANGHAI.

The Reserve Company of the Shanghai Volunteer Corps are now changing their Martini for the Martini-Verdery carbine. The latter is a splendid little weapon, handy and of wonderful accuracy up to carbine range, carrying the Lee-Verdery cartridge.

The *N. C. Daily News* reports a remarkable capture on the 1st inst. by Detective-Sergeant Gilliland and Detective Brown. About 11 p.m. they proceeded to a blacksmith's shop in Hanbury Road, where they found no less than 16 8 inch shells. A little later they got the man from whom the shells were purchased, a soldier from Woosung. As far as can be understood, he stole the shells from the Woosung forts, selling them at the usual price for old metal. The missiles were in anything but fit state for service, many having pieces chipped off their noses. Others were badly eaten away by rust.

When the supposed thieves were brought before the Mixed Court on the 3rd it is reported that the magistrate appeared to be much incensed, and harangued the men at some length. He finally decided to remand them in custody of the police, until he had communicated with the Commander at the Woosung Forts.

The Volunteer Corps of Shanghai generally now numbers over 1,000 men, as will be seen from the following table:—

S. V. C.	
"A" Co.....	130
"B" Co.....	72
German Co.....	80
Reserve Co.....	93
Artillery.....	60
Light Horse.....	40
Naval Co.....	40
Staff.....	10
Customs Volunteers.....	86
American.....	66
French.....	60
Japanese.....	200
Portuguese.....	100
Pootung.....	30
Total.....	1,057

The *Suich* which arrived off Shanghai from the river ports on the 2nd inst., reported that in the river she saw H.M.S. *Lynnet* off Hankow; the *Hermione* bound up stream; off Kusan a large English cruiser, probably the *Pique*; and a large Chinese fleet off Kiangyin.

MARITIME LAW AT WEIHAIWEI.

Weihaiwei has been placed under military law, and no passengers will be allowed to land there.

THE HONGKONG RIFLE ASSOCIATION.

There was a very good attendance at the Range for this competition, nineteen members competing for Spoons and eleven for the Cup. Inspector D. McLennan proved the cup winner with a score of 90. The following are the best scores:—

	200	500	600	Hand.	Total
Yds. yds. yds. cap.	1st	2nd	3rd	4th	
Inspt. McLennan.....	32	25	30	—	80
S. M. Wallace, R.E.....	27	35	29	—	91
Mr. J. Marshall.....	26	28	35	—	89
Corpl. Hills, R.E.....	29	28	31	—	88
Mr. Brand.....	27	29	21	10	87
Ar-Sergt. Blair.....	25	31	26	—	82
Mr. R. Collins.....	23	25	28	8	85
Mr. Woodhouse.....	22	24	28	12	84
Mr. A. Watson.....	23	26	27	—	81
Mr. G. H. May.....	20	28	19	15	80

* Winners of Spoons.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

His EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).
His EXCELLENCY Major-General GASCOIGNE, C.M.G. (Commanding the Troops).
The Hon. F. H. MAY, C.M.G. (Acting Colonial Secretary).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. B. D. ORMSBY (Director of Public Works).
Hon. BABIL TAYLOR (Harbour Master).
Hon. C. P. CHATER, C.M.G.
Hon. Dr. Ho Kai.
Hon. J. THURBURN.
Hon. R. M. GRAY.
Hon. WEI A. YUK.
Hon. W. B. BREWIN.
Mr. R. F. JOHNSTON (Acting Clerk of Council).

HIS EXCELLENCY THE GOVERNOR.

His EXCELLENCY the GOVERNOR said:—"Before we proceed to business, perhaps honourable members will allow me to say how heartily I welcome to this Council the new members whom I find have been appointed since I last presided here. As you are aware, I have been in the North of China during my three months leave and I was in Peking when the little cloud no larger than a man's hand first arose in the district of Weihaiwei which has since covered the North of China and burst over the two northern provinces and submerged them in a torrent of mad fanaticism. I am sure our sympathy goes out towards all those people who are confined in Peking, and to Sir Edward Seymour and the gallant sailors and soldiers who essayed against overwhelming numbers to relieve them. I know you will join with me as members of this Council in offering our deepest condolences to the bereaved lady whose husband, Baron von Ketteler, was murdered at the streets of Peking when preceding a conference with the Tonghui Yamen. However grave the issue is to the north of China, I do not believe at present that the trouble will extend to the Southern provinces, where the three Viceroy have declared that they will preserve peace at all hazards, and so far as I can learn I believe they will be able to carry out their good intentions. God grant that before long those who are now in peril may be saved, and that this most momentous crisis in eastern affairs may result in the restoration of peace on a stable and lasting foundation. (Applause.)"

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table Financial Minute No. 35 and moved that it be referred to the Finance Committee.

The COLONIAL SECRETARY seconded and the motion was carried.

THE ACTING COLONIAL SECRETARY.

The ACTING COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 11) and moved its adoption.

The COLONIAL SECRETARY seconded and the motion was carried.

FIRST READINGS.

The following Bills were read a first time:—
A Bill entitled "An Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes."
A Bill entitled "An Ordinance to amend the Liquor Licenses Ordinance, 1896, and to repeal Liquor Licenses Amendment Ordinance, 1899."

A Bill entitled "An Ordinance to authorise the Appropriation of a Supplementary Sum of Four hundred and Eighty-one thousand Three hundred and Thirty-five Dollars and Thirty-five Cents, to defray the Charges of the Year 1899."

THE VACANCIES OF THE PUBLIC WORKS COMMITTEE.

His EXCELLENCY the GOVERNOR—Owing to the resignation of Mr. Bellhouse and the absence of Mr. Whithead, there are two vacancies on the Public Works Committee, and I appoint the Hon. Dr. Ho Kai and the Hon. R. M. Gray to fill them.

The Council then adjourned until Monday week.

MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Acting Colonial Secretary presiding.

COMPENSATION.

The Officer Administering the Government recommends the Council to vote a sum of \$24,458.88, being amount of compensation awarded to Madame Lucia V. Musso in respect of the Praya Reclamation in front of Marine Lots 189 and 188.

The Hon. G. P. CHATER—Has she accepted the offer?

The CHAIRMAN—Yes, she has.

The Hon. C. P. CHATER—What is the area?

The CHAIRMAN—About 35,000 square feet.

The DIRECTOR OF PUBLIC WORKS—That is the area of the property. I think the area of the Reclamation is only 15,000 feet.

The vote was passed.

THE GOVERNOR'S PEAK RESIDENCE.

The CHAIRMAN—There is another matter which His Excellency the Governor asked me to mention and that is the matter of the building of the Governor's Peak residence. In this year's estimate there is a vote for \$15,000 for that building, and the estimated cost is set down at \$75,000. The large increase in the cost of building the lowest tender which has been received for the work amounts to the sum of \$105,000, and His Excellency the Governor was unwilling to allow the work to be begun until you had been made aware of the fact. The \$15,000 standing in the estimates will, I understand, from the Director of Public Works, be sufficient to meet the expenses this year, so it is not necessary to ask for a vote. At the same time the difference between the tender which has been sent in and the original estimate was so great that the Governor would not like the work to proceed without your knowledge and sanction.

The Hon. C. P. CHATER—Don't you think the proper course would be to submit the matter to the Public Works Committee and then to have it recommended from the Public Works Committee to the Council?

The CHAIRMAN—Of course the vote has already been approved by the Public Works Committee.

The Hon. C. P. CHATER thought the proper course would be to submit it to the Public Works Committee.

The COLONIAL TREASURER was of this opinion, and it was decided to submit the matter to the Public Works Committee.

This was all the business.

At Pretoria on August 2, 1881, the British flag was buried in a suitable coffin and a tombstone erected over the spot. The tombstone bore the appended inscription:—"In loving memory of the British flag in the Transvaal, who departed this life on August 2, 1881. In his fifth year. Now, we suppose, says the *Outlook*, Mrs. Drace or somebody will apply for an order for exhumation."

INSTANCES

PHENIX FIRE OFFICE.
The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against **FIRE** at Current Rates.
DOUGLAS LAPRAIK & CO.
Agents for the Phoenix Fire Office
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
 pared to **ACCEPT RISKS** against **FIRE** at
 Current Rates.

SIEMSEN & CO.,
 Agents,
 Hongkong, 16th November, 1872. [23]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [23]
NORTH GERMAN FIRE INSUR.

The Undersigned AGENTS of the above Company are PREPARED TO ACCEPT First Class Foreign and Chinese Risks at Current Rates.

Hongkong, 29th May, 1895. 120

**SALAMANDER FIRE INSURANCE
COMPANY.**

THE Undersigned, having been appointed

prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, s^r JACOB & CO.
Hongkong, 2nd April, 1900. [1022]

TILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1899,
£14,409,089.

SUBSCRIBED CAPITAL	2,750,000	0	0
PAID-UP CAPITAL	687,500	0	0
II. FIRE FUNDS	2,731,183	13	7

The Undersigned, having been appointed AGENTS for the above Company

pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 22nd June, 1900. [1872]

FIRE INSURANCE COMPANY, LD.
(Established 1823).
Head Office, 15 Rue de la Banque, Paris.
STATEMENT FOR 1898.
Paid-up Capital . . . 2,500,000

Liability of Shareholders	10,000,000
Reserve	11,205,000
Premiums to be paid up in 1899 and following year	<u>70,650,334.70</u>

Losses paid by the Company since its
Establishment:—
210,000,000 Francs.
The Undersigned, having been appointed

prepared to accept risks at current rates.
Claims settled direct without reference to the
Head Office.

A. B. MARTY,
Agent.

Hongkong, 1st May, 1900.

SUN LIFE ASSURANCE COMPANY
OF CANADA.
HEAD OFFICE..... MONTREAL.
THE above Company is prepared to issue
UNCONDITIONAL POLICIES

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SPORT AND ANECDOTE.

By AN OLD FOOKY.

ROCKS AHEAD.

The spirit of unrest amongst our leading pro-
fessional football clubs which began to show it-
self at the close of the season of 1899 has
increased very considerably since then, as the
proceedings at recent meetings of the various
Leagues and the Football Association testify.
As I mentioned last week, some of the southern
organisations are beginning to feel very serious-
ly the financial strain of running teams aspiring
to first-class company, and the officials are
anxious to make their positions more assured.
Aspirations to compete regularly amongst the
highest class are laudable enough, and if some
half-dozen or more clubs south of the Thames
came into line with the midland and northern
League teams, there can be no doubt that
such an organisation would be formidable, view-
ed from almost any standpoint. Several gen-
tlemen prominently associated with the man-
agement of important clubs seem to be hankering
after a combination of this description, the
primary idea being to increase the takings
during the playing season. With wages and
expenses alarmingly stupendous, and no im-
mediate prospect in view of the expenditure being
lessened this anxiety for incomes from the pay-
ing public is quite understandable. But I must
confess that there appears to be very little
thought given to the welfare of the game itself,
and this is the weak point in the otherwise at-
tractive scheme. At a recent meeting of the Football
League, during a discussion upon some modified
system of pooling the gates, it was mentioned
that if the principle of sharing the spoil between
the big and the little alike were adopted, the
big would retire and assist in building up
a rival organisation. The statement may not
have been made in as many words, but this
was the notion conveyed to the meet-
ing. No more significant sign of the rocks
ahead has been observable since Mr. Mc-
Gregor put the Football League into shape.
Whether the scheme will develop into actual
rebellion remains to be seen. The football of
these times, instead of being regarded as an
exhilarating pastime for the players, is looked
upon more in the light of a spectacle, for which
the patrons are called upon to pay according to
the class of entertainment provided. That there
has been a demand for this sort of thing has been
abundantly proved. The attendance at big
matches have grown at an extraordinary rate,
and anyone who ventured to hint at the popularity
of League football declining would be ridiculed
out of court. And yet—with all this difference let
me say it—I cannot rid myself of a vague
suspicion that unless these who handle and traffic
in professional exponents of the game are very
careful they may overreach themselves. The
British public in the conglomerate may be
gullible, but it does not like its weaknesses to be
played upon too much.

THE STRUGGLE AND ITS ISSUE.

For a period, at any rate, the dangers of a
split amongst the league clubs has been averted.
The necessary two-thirds majority was not
obtained to put in force a new rule dealing with
the "gates." But the vote itself may be
regarded as the thin edge of the wedge, for we
may take it for granted that the majority on
committee will not rest content until they have
won over a few more wavering. Should this
partial pooling of the gates, then, be brought
about, we may expect the more wealthy of our
biggest clubs to rise in revolt. When hinted at
recently, Mr. Bentley, the President of the
League, deprecated the statement, but assured
the meeting that whatever happened in the
shape of a meeting the League would still go on.
If I read aright between the lines this was not
uttered as an idle boast, but as the settled con-
viction of one who knew not only the strength
but also the weakness of the organisation over
which he presides. Fortunately, for everyone
concerned, the relations between the
Football Association and the Football League
have always been of the most friendly nature;
irresponsible outside these bodies may gos-
sip as they choose about trials of strength and
the rest of it. Wise in their day and genera-
tion, the leaders of the League have never
dreamed of running counter to the Association.
I think I might also go so far as to say that
the Association has no more loyal supporters
than the gentlemen who control the destinies of
the F. L. Herein lies one of its greatest
sources of strength. The League may not be
at the back of the Association, if I may so put
it, but the Association is at the back of the
League in safeguarding the interests of the
game and the enforcing of a very necessary
punishment for any infraction of the rules. I
have been wondering whether those who threat-
en revolt have considered the mutual under-
standing at present existing between the two
bodies, because it has occurred to me that in the
event of another big combination of profession-
al clubs springing up the members of the
Association might not feel disposed to recognise
it in the same friendly spirit. "Ah," at once
cries the incontinent mutineer, "that would not
matter to us, we shall go on without the As-
sociation." A very nice, comfortable, indepen-
dent sort of a theory. But supposing it was
possible to bring into one combine twenty
to thirty of the biggest clubs in the country—which
might prove a bigger task than it looks—is it to
be supposed that their weight and influence could
count for any length of time against that of the
Association? Divest the English Cup Com-
petition of the whole of the leading professional
teams, and the door would be opened wide again
to elements from our Universities and public
schools, and the amateur would begin to flourish
again in fine style. I for one have not quite
lost faith in the amateur; the youths and men
who follow a pastime for the pure love of the
thing would soon be able to win back some of
the support of the public. It did not take very
long to expose the fallacy of the "test matches,"

for your football enthusiast requires his face hot
and strong. Entertainments may be all very
well in their way, but however spicy the specta-
cles they would soon fall flat without the spirit
of genuine contest being displayed. No; I
have no faith in any organisation promoted in-
dependently of the A.A. and when these ran-
gine young people speak so airily of founding
a rival the chances are that they have not given
the subject all the consideration it deserves.

ATHLETICS.

With the decline of interest in cycling affairs,
it looks as if athletics are to be given a chance.
Already it has been decided by the Amateur
Athletic Association to spend £100 towards
defraying the expenses of an English team in
visiting Paris for the so-called World's Cham-
pionships. We know something of these events
in cycling circles, and if our athletes make no
better progress than their brethren of the wheel
the less we hear of these high-sounding titles the
better. This year the French people are cer-
tainly working hard to attract sportsmen to
the scene of their mammoth exhibition, and I
have reason to believe that the sporting instinct
is at the bottom of these athletic festivals. I
should like to be able to say as much about the
big cycle events soon to be commenced upon.
Some few years ago, it may be remembered, a
party of English athletes visited America upon
somewhat similar lines, but the trip was only
partially successful, and it was thought at the
time that we had seen the last of such under-
takings. It would be a rare thing if we could get a
real gathering of athletic and gymnastic cham-
pions—the pick of every class, runners, jumpers,
gymnasts, cyclists and what not, irrespective of
status, if only for the time being. But so long as
the bewildering wrappings of red tape protect the
amateur from contact with the professional we are
not likely to get a world's championship worthy of
the name. Quite recently a communication re-
ached the Amateur Athletic Association from Aus-
tralia inviting a party of athletes to their forth-
coming championship meeting, and it was further
stated that if this was impossible their As-
sociation was willing to pay £50 towards the ex-
penses of our champion walker, Sturges, to pay
a visit for exhibition purposes. The offer failed
to raise any enthusiasm, and had to be declined.
Except on the score of distance, it is somewhat
difficult to reconcile the attitude towards the
different associations in France and Australia.
The distance, of course, would mean a terrible
heavy expenditure in the one case, while in the
other we are fairly close at home. If there were
any possibility of Anglo-Australian competitions
being introduced with any success at regular
intervals, somewhat on the lines of the cricket
tours, the A.A.A. I am persuaded, would quickly
lead its support, but the great difficulty would
be in making them pay their way.

TO RESTORE A WANEING SPORT.

Not for a long number of years has the sport
of cycle-racing been at a lower ebb than it is at
the present time. Various suggestions have
been made with a view of restoring some of its
former popularity, but nothing yet has attracted
the populace as they were wont to be attracted.
My own idea—it is an old one, and, maybe,
quite as valueless as any of the rest—is that if
a combination of ground and track proprietors
could be formed, and guarantees given of a
fixed number of race meetings during a season,
the prizes to be awarded in cash or kind as the
winners desired, there might be some hope of
good sport being provided. At present cyclists
are hampered in with too many restrictions—the
bulk of which are absurdly irksome and crimp-
ing—and if a few simple regulations were
drawn up and genuine sport offered to com-
petitors and their patrons I feel almost certain
that crowds could be again attracted, for when
keen there are few more stirring spectacles
than a cycle race. The power of the race
promoters should be absolute, and any rider
offending against the rules laid down should be
dealt with as the Jockey Club deals with
offenders. There are good racing tracks in
north, east, south, west, and the midlands, and
once racing men found their wants being
catered for they would soon flock over to the
support of enterprising men. A fixed round
of cycle race meetings, cash or value prizes, plenty
of handicaps, and the introduction, if you like,
of the totalisator, for the sporting fraternity, and
we should soon restore popularity to a nearly
defunct sport.

LORD NELSON'S MESSENGER.

The book market, we are told, is being flooded
with works treating of the struggle in South
Africa. All manner of blood-curdling stories
are being strung upon the all-too-palpable
treachery of the Boers, and as the weeks go on
we shall doubtless have the Bugler Dunn in-
cident served up in a thousand different ways.
It is indeed good to know that the valor of the
British race is the same as when Rear Lord
Nelson ran up his famous signal. Pleasant it
is also to turn from the harrowing scenes of
slaughter to the seener domains of sport, and
just now the following anecdote of the hero of
Trafalgar may be read with interest.—Lord
Nelson had been shooting one day near Palermo,
and on his return he and Captain Hood came
down to a small creek, where only one boat lay,
in which was a boy. Nelson inquired if the
boy could show them on board the flag-ship, for
which he would pay him well. The lad did not
know him in his shooting jacket, and said he

was waiting for his master, who belonged to
a merchant-ship, and he had orders not to
step from the beach, so he could not do it. "Let
us take the boat by force," said Hood, "the
owner will not dare to grumble." For that
very reason I won't allow it. I have marked
the boy down for a good one," was Nelson's
answer. "I would rather swim on board, at
the risk of being drowned, than do an unjust
and tyrannical act to one who dare not resent
it. Here, boy, is a dollar for well obeying your
master's orders." The master came down at the
time, and the sportsmen were accommodated
with a shove alongside, and when the boat-
swain's whistle, four sidemen, and marines
under arms, announced it was the admiral, both
noble and boy were alarmed; and the former
was still more astonished at his great condescen-
sion when Nelson sang out "Tumble up, mes-
senger; you shall partake of our sport to-day, be
it bad or good; and a glass of grog into the
bargain!"

TELFER.

One of the old Dukes of Richmond had
several hunters at his seat, Goodwood, in Sussex,
near Chichester. A monkey who was kept in
the same stable was remarkably fond of riding
the horses, skipping from one to the other, and
teasing the poor animals incessantly. The
groom made a complaint to the Duke, who im-
mediately formed a plan to remedy the evil.
"If he is fond of riding," replied his Grace,
"we'll endeavour to give him enough of it,"
and accordingly provided a complete jockey
dress for the monkey. The next time the
hounds were out, Jacko in his uniform, was
strapped to one of the best hunters. The view
halloo being given, away they went through
thick and thin; the horse, carrying so light a
weight, presently left all the company behind.
Some of the party, passing by a farmhouse,
enquired of a countryman whether he had seen
the fox. "Ay, sure," said the man, "he has
gone over your fallow." "And was there anyone
up with him?" "Ay, sure," said John, "there
be a little man in a yellow jacket just gone by,
riding as though the devil be in him. I hope
from my heart the young gentleman mayn't
meet with a fall, for he rides most monstrous
hard." His experiment had the desired effect:
Jacko was sufficiently chafed by his exercise to
make him dislike the sight of a stable ever af-
terwards. One of the oldest references I have
to football dates back to 1174 in an account of
London (Richard Cœur de Lion), which runs:
"On Sireve Tuesday the boys of all the
schools of London bring to their masters each
one his fighting-cock, and they are indulged all
the morning with seeing their cocks fight
in the school-room. After this all the boys go
into Smithfield or Moorfield, in the suburbs,
and assume themselves to the famous game
of football. The scholars of each school have
their peculiar ball, and the particular trades
have most of them theirs. The elders of the
city, and the fathers, and the rich and the
wealthy, do come on horseback to see the
exercise of the youth. Every Sunday in Lent
a noble train of young men take the field after
dinner, well mounted. The lay sons of the
citizens rush out of the gates in shoals, armed
with lances and shields; the younger sort with
javelins pointed, but disarmed of their steel;
they ape the feats of war, and act the sham
fight. If the king happens to be near the city,
many courtiers honor them with their presence,
together with the juvenile part of the house-
hold of the earls, barons, and bishops. Those
of our equanimous referees who shudder at a fair
shoulder charge, and paralyse a player for up-
setting an opponent, would have had no heart
for contests in which lances, shields, and pointed
javelins played a part. Perhaps the stirring
episodes in South Africa will restore a little of
our old time vitality.

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DESTINATION	VESSEL'S NAME	FLAG & REG.	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	VALETTA	Brit. str.	—	F. N. Tillard	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON via SUEZ CANAL	BENALDER	Brit. str.	—	C. K. McIntosh	GIBB, LIVINGSTON & CO.	Quick despatch.
LONDON via SUEZ CANAL	MENEZES	Brit. str.	—	Towell	BUTTERFIELD & SWIRE	On 24th inst.
LONDON via SUEZ CANAL	SEEN YU	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON via SUEZ CANAL	BARLETT	Brit. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON via SUEZ CANAL	CANTON	Brit. str.	—	H. Bleeker	MELCHERS & CO.	On 12th inst., at Noon.
BREMEN, via PORTS OF CALL	BATERN	Ger. str.	—	Allegre	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
MARSEILLES, &c, via STORE, &c	SYDNEY	Fren. str.	—	H. Peterson	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. STORE, &c	KAMAKURA MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. STORE, &c	HITACHI MARU	Jap. str.	—	Hempel	CARLOWITZ & CO.	On 16th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Plaf	CARLOWITZ & CO.	On or about 7th Aug.
HAVRE & HAMBURG	SAVOIA	Ger. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On or about 26th Aug.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On or about 4th Sept.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On or about 15th Sept.
HAVRE & HAMBURG	MARBURG	Ger. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On 17th inst.
TRIESTE, &c, via PORTS OF CALL	TRIESTE	Aut. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	ACAGHAN	Brit. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	ALBENGA	Ger. str.	—	Carlowitz & Co.	CARLOWITZ & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	L. SCHEPP	Amr. ship	—	Carlowitz & Co.	CARLOWITZ & CO.	End of July.
VICTORIA, B.C., & TACOMA, v. AMOY, &c	BRECONSHIRE	Brit. str.	—	G. E. Elliott	DODWELL & CO., LIMITED	On 28th inst.
VICTORIA, B.C., & TACOMA, v. AMOY, &c	TARTAR	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
VANCOUVER, via SHANGHAI, &c	EMPERESS OF JAPAN	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst.
PORTLAND, OREGON, &c	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 31st inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c	CHINA	Amr. str.	—	Williams	PACIFIC MAIL S. S. CO.	On 14th inst., at Daylight.
SAN FRANCISCO via SHANGHAI, &c	GALIC	Brit. str.	—	Harler	O. & C. S. S. CO.	On 21st inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c	HONGKONG MARU	Jap. str.	—	A. R. Moses	BUTTERFIELD & SWIRE	On 6th Aug.
SAN DIEGO, &c, via P.O. COCHOW, KOBE, &c	CARLEIGH CITY	Brit. str.	—	Ellis	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
AUSTRALIAN PORTS	CHINOTY	Brit. str.	—	C. C. Talbot, R.N.R.	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
AUSTRALIAN PORTS	ROSETTA	Brit. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	On 17th inst.
YOKOHAMA, via NAGASAKI & KOBE	TIENSIN	Brit. str.	—	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
YOKOHAMA, via NAGASAKI & KOBE	SHINANO MARU	Jap. str.	—	I. Sato	MITSUI BUSSAN KAISHA	On or about 20th inst.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	—	Davis	DOUGLAS LAPELLE & CO.	To-day, at 10 A.M.
MOJO, KOBE & YOKOHAMA	MIKE MARU	Jap. str.	—	N. Nagata	MITSUI BUSSAN KAISHA	On 15th inst., at Daylight.
SHIMONOSEKI	PAKHOI	Brit. str.	—	Pennelather	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	COROMANDEL	Brit. str.	—	Jardine, Matheson & Co.	SHEWAN TOMES & CO.	On 12th inst., at 4 P.M.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	Williams	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SWATOW, AMOY & TAIWANFOO	HAIMUN	Brit. str.	—	Harler	BUTTERFIELD & SWIRE	On 17th inst., at 5 P.M.
SWATOW, AMOY & TAIWANFOO	TAIWAN MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
CEBU & ILOILO	KATFONG	Brit. str.	—	Davis	JARDINE, MATHESON & CO.	On 12th inst., at Noon.
MANILA	YUENANG	Brit. str.	—	Pearce	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
MANILA DIRECT	ESMERALDA	Brit. str.	—			
MANILA DIRECT	CHINGTY	Brit. str.	—			
MANILA DIRECT	DIAMANT	Brit. str.	—			
MANILA DIRECT	SUNGLANG	Brit. str.	—			
SINGAPORE, PENANG & CALCUTTA	CHITREA	Brit. str.	—			
SAMARANG & SOERABAYA	HANGCHOW	Brit. str.	—			

SHIPPING.

ARRIVALS.
 July 8, MARIE JESSEN, German str., 1,700, Hommet, Java 29th June, General—JESSEN & Co.
 July 8, TRALES, British steamer, 820, Douglas, Hongay 5th July, Coal—DOUGLAS LARBAIK & Co.
 July 9, NEBBUDDA, H.M.S. transport, 3,025, E. H. Brown, Calcutta 26th June, Troops—GOVERNMENT.
 July 9, FOOKANG, British str., 950, Anderson, Canton 8th July, General—JARDINE, MATHESON & Co.
 July 9, WINGANG, British str., 1,517, Sellar, Canton 8th July, General—JARDINE, MATHESON & Co.
 July 9, BENCLUTHA, British steamer, 1,920, T. Slemman, Shanghai 5th July, General—CHINESE.
 July 9, HUE, French steamer, 704, Godman, Haiphong and Hoihow 8th July, General—A. R. MASTY.
 July 9, TAIYO MARU, Jap. str., 742, Kakimi, Canton 9th July, General—CHINESE.
 July 9, SANDAKAN, German str., 1,500, Mahle, Sandakan 4th July, Timber—MELCHERS & Co.
 July 9, SHIHAN, British str., 845, Allan Jones, Saigon 5th July, Rice and Mead.—BRADLEY & Co.
 July 9, CARMANIAN, British ship, 1,772, W. F. Buu, New York 10th Feb., Case Oil—STANDARD OIL CO.

CLEARANCES.
 AT THE HARBOUR MASTER'S OFFICE.
 9th July.
 Progress, German str., for Tournon.
 Sushitang, British str., for Shanghai.
 Muntung, British str., for Hoihow.
 Hingyo, Italian str., for Bombay.
 Daybrech, British str., for Shanghai.
 Kishin Maru, Japanese str., for Moji.
 Benclutha, British str., for Canton.

DEPARTURES.
 July 8, P. C. C. KLAU, British str., for Bangkok.
 July 8, DEUTEROS, German str., for Saigon.
 July 8, CLABA, German str., for Haiphong.
 July 8, HAWING, French str., for Haiphong.
 July 8, DRINGAR, British str., for Haiphong.
 July 8, ELAN, French str., for Hoihow.
 July 8, THYRA, Norw. str., for San Francisco.
 July 9, PELAYO, for Singapore.
 July 9, BENCLUTHA, British str., for Canton.
 July 9, BISIGNO, Italian str., for Bombay.
 July 9, DAYBREAK, British str., for Shanghai.
 July 9, KONIG ALBERT, Ger. str., for Shanghai.
 July 9, KINSHU MARU, Jap. str., for Moji.

VESSELS IN DOCK.
 Kowloon Docks.—U.S.S. Monterey, Chang-shi.
 COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORTS.
 The British steamer *Sishan*, from Saigon 5th July, had light variable winds and fine weather from port to port.
 The British steamer *Benclutha*, from Shanghai 5th July, had moderate S.E. winds with passing showers and strong S.E. swell to Nami. Abreast of the Islands moderate N.E. winds with heavy S.E. swell, Bar 29.48, thence to port variable S. and S.W. winds with an occasional shower and light to moderate swell.

VESSELS PASSED ANJER.
 June 16, Dutch str., Koning Willem II. Bakker, May 12, from Amsterdam for Batavia.
 June 17, British str., Darius, from the East.
 June 19, British 4-m. bark, W. J. Pirie, Jenkins, Mar. 14, from New York for Shanghai.
 June 20, Amr. ship, Governor Robie, Nichols, Mar. 21, from New York for Hongkong.
 June 20, Dutch str., Mervil, De Boer, June 20, from Batavia for Rotterdam.
 June 21, Norw. bark, Freidig, Christopherson, May 12, from Durban for Batavia.
 June 21, German ship, R. C. Rickman, Otto, Mar. 7, from New York for Hongkong.
 June 21, German ship, Sarins, Behrens, Mar. 21, from New York for Yokohama.
 June 23, Dutch str., Java Division, Lamie, June 23, from Batavia for Padang.
 June 24, Norw. b.tine, Heron, Nielsen, Feb. 28, from Cardiff for Bangkok.
 June 24, Amr. bark, Sachem, Nichol, Dec. 14, from New York for Hongkong.

NOT RESPONSIBLE FOR DEBTS.
 Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 GLENESHEE, British bark, Burns—Sander, Wieler & Co.
 J. P. HERRCROCK, Amr. ship, Gates—Siemens & Co.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENEZES."

Captain Towell, will be despatched as above TO-DAY, the 10th July.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th June, 1900. [1665]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain I. Sato, will be despatched for the above ports TO-MORROW, the 11th July, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th June, 1900. 1448

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA."

Captain Davies, will be despatched as above on THURSDAY, the 12th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 4th July, 1900. [1909]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENANG."

Captain Rolfe, will be despatched as above on THURSDAY, the 12th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 7th July, 1900. [1936]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA."

Captain Blackland, will be despatched as above on THURSDAY, the 12th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 9th July, 1900. 1942

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TIENSIN."

will be despatched as above on FRIDAY, the 13th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. 1925

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"HANGCHOW."

Captain Pearce, will be despatched as above on FRIDAY, the 13th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [1932]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

STEAMERS.

Tons.

Captain.

Proposed Sailing.

STEAMERS.

Tons.

Captain.

Proposed Sailing.

BRECONSHIRE 3,567 G. E. Elliott July 25 Mon. SHIRE 2,972 J. Kennedy Aug. 4

VICTORIA 3,502 J. Pantou Aug. 7 Braemar 3,801 W. Watt Aug. 25

QUEEN ADELAIDE 2,832 F. McNair Aug. 20 ARGYLE 2,907 W. S. Thomson Sept. 20

DUKE OF FIFE 3,821 J. S. Cox Sept. 6 Mon. SHIRE 2,972 J. Kennedy Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 228.

The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DRYA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th May, 1900. [10]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON { CANTON { About 13th { Freight or Passage.

SHANGHAI { COROMANDEL { About 20th { Freight or Passage.

LONDON, &c. { VALETTA { Noon, 21st { See Special Advertisement.

YOKOHAMA VIA NA-ROSETTA { About 21st { (Passing through the Inland

GASAKI AND KOBE { C. C. Talbot, R.N.R. { July { Sea. Freight or Passage.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900. [1]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

KAMAKURA MARU H. Peterson MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID, FRIDAY, 13th July, at DAYLIGHT.

SHINANO MARU S. J. G. Parsons NAGASAKI, MOJI, KURE, KOBE and YOKOHAMA, FRIDAY, 13th July, at 4 P.M.

MIKE MARU S. Kawamura MOJI, KOBE and YOKOHAMA, TUESDAY, 17th July.

KASUGA MARU E. W. Haswell NAGASAKI, KOBE & YOKOHAMA, SATURDAY, 21st July, at NOON.

HITACHI MARU G. Anderson MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID, FRIDAY, 27th July, at DAYLIGHT.

YAWATA MARU A. E. Moses SYDNEY and MELBOURNE, via MANILA, THURSDAY, 27th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office, Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 10th July, 1900. [12]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPERESS OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900

"EMPERESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900

"EMPERESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 24th Aug., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

VESSELS ON THE BERTH
FOR NEW YORK.

THE 3/3 A. 11 American Ship
"L. SCHEPP"
Captain Kendall, is now loading and will
re-ship latest end of July, a.c.
For Freight, apply to
SIEMSEN & CO
Hongkong, 25th June, 1900.

NATAL LINE OF STEAMERS.
THE Undersigned **GENERAL AGENT**

IN CHINA AND JAPAN for the above I
 re prepared to issue **THROUGH BILLS OF LADING** for all the principal ports of **SOUTH AFRICA**, in connection with the **CHINA STEAM NAVIGATION CO.'s** fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORT every fortnight. For Freight and further particulars, apply to
DODD WELLS & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

Mitsui Bussan Kaisha
Arara, British steamer, 2,481, Phillips, Jun
Standard Oil Co
Changsha, British str., 1,463, Moore, May
Butterfield & Swire

Mitsui Bussan Kaisha
 Araru, British steamer, 2,491, Phillips, Jun
 Standard Oil Co
 Changsha, British str., 1,463, Moore, May
 Butterfield & Swire
 Chelydra, British str., 1,597, Davies, Jul
 Jardine, Matheson & Co
 Devanagere, German str., 1,057, Kämpel, J
 3, Butterfield & Swire
 Fooksang, British str., 950, Anderson, Jun
 Jardine, Matheson & Co
 Gaelic, British steamer, 2,691, Finch, Jul
 O. & O. S. S. Co
 Goodwin, British str., 2,832, Jackson, Jun
 Dowdell & Co. Limited

Haimun, British steamer, 636, Davis, Jn
Douglas Lapraik & Co.

Hanoi, French steamer, 743, Fanner, Ju
A. R. Marty
Holsatia, German steamer, 2,165, Bahle, Ju
Siemssen & Co
Hue, French steamer, 704, Godinan, Ju
A. R. Marty
Kurdistan, British str. 1,929, Todd, Ju

Order
Loosok, British str., 1,020, Jackson, Ju
Butterfield & Swire
Marie Jelsan, Ger. str., 1,700, Hemmet, Ju
Lohman & Co.

Monmuir, British str., 1,286, Almond, J.
 Shewan, Tomes & Co
 Minterne, British str., 1,260, Parry, J.
 Dodwell & Co., Limited
 Mongkut, German str., 859, Barkens, J.
 Butterfield & Swire

Natana, Danish str., 478, Petersen, J
Melchers & Co
Peluse, British str., 1,700, Connell, J
Arnhold, Karberg & Co
Phra Chom Klao, Brit. str., 1,012, Fowler
6, Butterfield & Swire
Progress, German str., 687, Brandt, J
Chinese

Sandakan, German str., 1,300, Muhle, J
Melchers & Co
Siabau, British steamer, 845, Jones, J
Bradley & Co
Suishang, British steamer, 800, Pape, J
Arnold, Karberg & Co
Taiyo Maru, Jap. str., 742, Kakimi, J
Chinese
Thales, British steamer, 820, Douglas, J
Douglas Lapsall & Co
Tiger, Norwegian str., 2,116, Wold, J
Order
Terrier, Norw. str., 1,129, Kamfgurd, J
Order
Wingraag, Britis. str., 1,517, Sellar, J
Jardine, Matheson & Co

THE BRITANNIC MAJESTY'S S
IN THE CHINA SQUADRON

Alacrity, despatch-boat, 2,000 h.p., Comd.
G. F. M. Crockett, at Weihaiwei
102.

H. Johnston Stewart, at Taku
Aurora, cruiser, 12 guns, 8,500 h.p., Ca
H. Banks, at Nanchang

Barfleur, battle-ship, 14 guns, 9,000 h.p.,
G. I. S. Warrender, at Taku
Bonaventure, cruiser, 10 guns, 7,000 h.p.,
J. C. Sawle, at Hongkong

R. S. Wrey, Bart., at Singapore
Centurion, flag-ship, 14 guns, 9,000 h.p.,
J. R. Jellicoe, at Taku
Daphne, sloop, 8 guns, 1,400 h.p., Com

Winnington-Ingram, at Shanghai
Endymion, cruiser, 12 guns, 10,000 h.p.,
G. A. Callaghan, at Taku
Esk, gun-boat, 3 guns, 200 h.p., Lieut.
Comdr. C. Chadwick, at Shanghai

Fama, torpedo-boat destroyer, 6 guns
h.p., Lieut. and Comdr. Roger Keyes
River
Firebrand, gun-boat, 4 guns, 360 h.p. in
at Hongkong

Goliath, battle-ship, 16 guns, 12,950
13,500 h.p., Capt. Lewis E. Wint
England
Handy, torpedo-boat destroyer, 6 guns
h.p., in reserve at Hongkong

Hart, torpedo-boat destroyer, 6 guns, 4,000 h.p., in reserve, at Hongkong
in reserve, at Shanghai
Hermione, cruiser, 10 guns, 7,000 h.p.
R. S. D. Cumming, Yangtze

Janus, torpedo-boat destroyer, Lieut. and
R. G. Corbett, left England
Linnet, gun-vessel, 2 guns, 870 h.p.,

Orlando, cruiser, 12 guns, 8,500 h.p.;
H. T. Burke, at Taifu
Otter, torpedo-boat destroyer, Lieut. and
H. D. Wilkin, D.S.O., at Hongkong

Peacock, gun-boat, 8 guns, 720 h.p.,
Commander C. P. R. Coads, at Wei
Phoenix, sloop, 6 guns, 1,100 h.p., Comdr
Fraser, at Taku.
Pigmy, gun-boat, 6 guns, 720 h.p., Lieu

J. F. E. Green, at Wosung
Pique, cruiser, 8 guns, -3,600 tons, 7.0
Natl. Dr. 9,090 F. D., Capt. H. C. R.
at Hankow
Flower, gun-boat, 6 guns, 720 h.p.,

J. F. E. Green, at Woonung
Pique, cruiser, 8 guns, 3,600 tons, 70
Natl. Dr. 9,000 F. D. Capt. H. C. R
at Hankow
Plover, gun-boat, 6 guns, 720 h.p.,
Comdr. Cooper, at Woonung
Redpole, gun-boat, 6 guns, 720 h.p.,
Comdr. Charles F. Corbett, at Canton
Robin, river gun-boat, Lieut. Comdr. A
G. Webster, West River

Rosario, sloop, 6 guns, 980 tons, 140
Comdr. A. W. Hamilton, at Shanghai
Sandpiper, river gun-boat, 2 guns, Lieu-
t. Carr, West River
Saine, river gun-boat, 2 guns, 240 h.p.,

Comdr. Oldham, Yangtze
Swift, gun-vessel, 2 guns, 870 h.p., in
at Hongkong
Tamar, receiving ship, Commodore
Percall, C.B., at Hongkong

Terrible, 1st. class cruiser, Capt. Percy M.
C.B. at Chefoo
Tweed, gun-boat 3 guns, 200 h.p., in 1
at Hongkong

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